

15 November 2023

Ref: 23046

Platino Properties  
Suite 11, 20 Young Street  
NEUTRAL BAY NSW 2089

Attention: Paula Mottek  
[paula@platino.com.au](mailto:paula@platino.com.au)

Dear Paula,

**DA2021/0212**  
**Lot 1, 5 Skyline Place, Frenchs Forest**  
**Proposed Modifications to the Approved Stage 2 Seniors Living Development**  
**s4.56 Traffic & Parking Assessment Report**

## Introduction

In April 2023, the Land & Environment Court of NSW upheld an appeal on DA2021/0212, involving the demolition of the existing structures, construction of two buildings containing 98 seniors living apartments and 2,458m<sup>2</sup> of employment generating uses and basement car parking for 202 spaces.

## Site

The subject site, Lot 1, is located on the western side of Skyline Place, as indicated in the aerial image below. The site has a street frontage approximately 74m in length to Skyline Place, approximately 3m to Frenchs Forest Road East, and occupies an area of 7,733m<sup>2</sup>.



Figure 1 – Aerial image of the subject site from 20 June 2023 (Source: Nearmap)



The subject site is occupied by a part one/part two-storey warehouse/commercial building with off-street car parking and loading facilities. Vehicular access to the site is provided via an entry/exit driveway located at the northern end of the Skyline Place site frontage.



Figure 2 – Streetview image of the Skyline Place site frontage, looking south (Source: Google Maps)



Figure 3 – Streetview image of the Skyline Place cul-de-sac, looking west (Source: Google Maps)

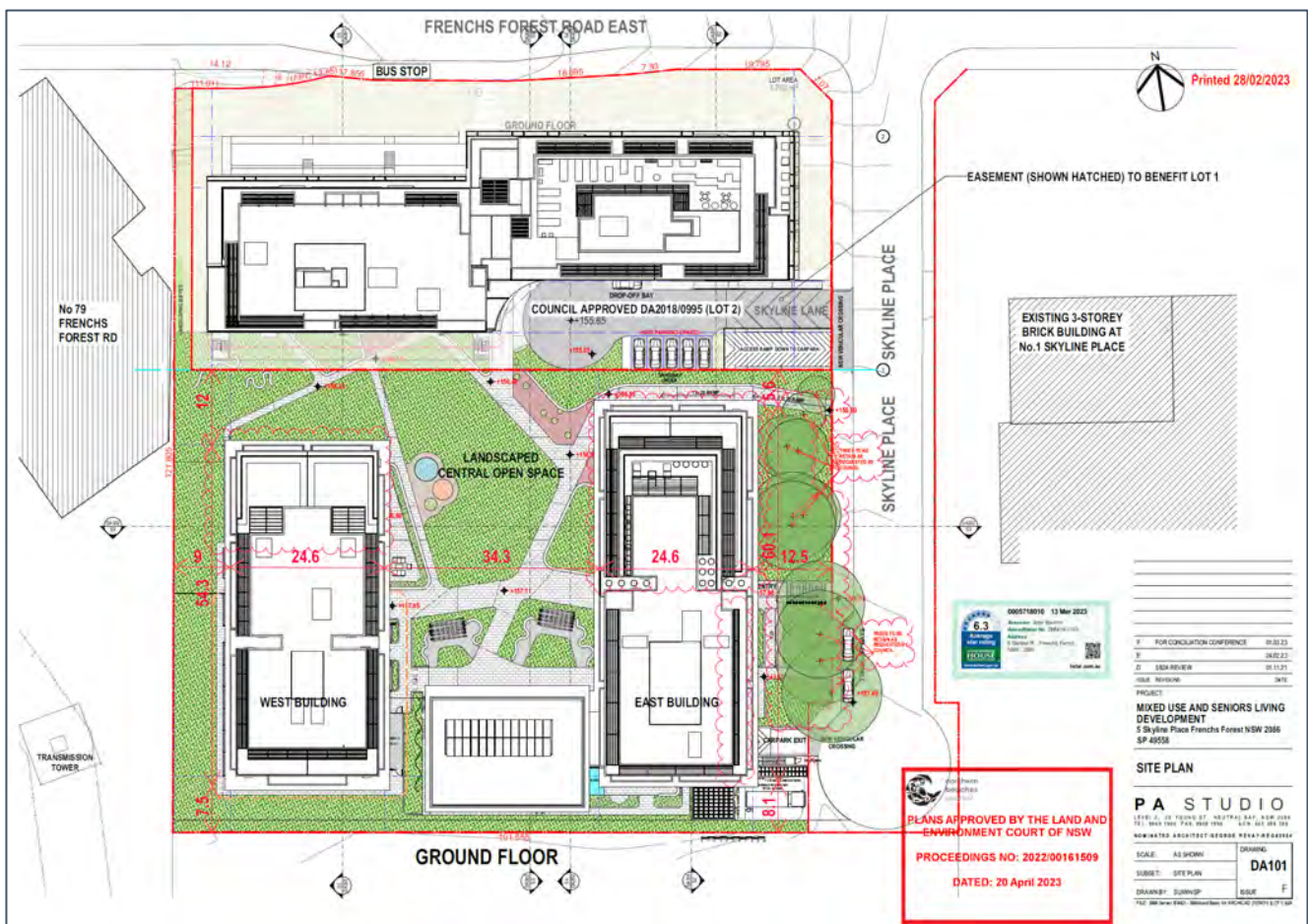


## Approved DA2021/0212 Scheme

As noted in the foregoing, in April 2023, the Land & Environment Court of NSW upheld an appeal on DA2021/0212, involving the demolition of the existing structures and the construction of two buildings containing seniors living apartments and employment generating uses. As detailed in the Notice of Determination, the following is approved under DA2021/0212:

- Demolition of the existing office/warehouse building and at grade car parking on the site
- Construction of two separate buildings, ranging in height from 3 to 7 storeys, containing:
  - 98 independent living units, including 10 units for disability housing to be operated by Project Independence and 4 affordable units for seniors
  - A mix of studio, 1, 2, 2 bed + study and 3 bedroom dwellings
  - 2,458m<sup>2</sup> of employment generating uses
  - Approximately 15,110m<sup>2</sup> overall gross floor area
- Stratum subdivision into 3 lots for disability and affordable housing, other seniors housing and employment generating uses
- Height range of 3 (approximately 12 metres) to 7 storeys (approximately 26.8m; 28.2m to lift overrun)
- Common facilities including a pool provided within a centrally located position between the buildings
- Central community gardens
- Basement car parking for 202 spaces, comprising 128 seniors, 17 visitors, 60 commercial & 1 carwash bay
- Vehicular access via the access ramp to the approved Lot 2 (Stage 1) car park, in addition to an exit-only driveway, both off Skyline Place.

A copy of the stamped approved Stage 2 site plan prepared by PA Studio is reproduced below.



Loading/servicing/waste collection in the DA2021/0212 scheme was approved to be undertaken by a variety of commercial vehicles up to and including 11m long rigid trucks. In this regard, a dedicated at-grade loading was approved in the south-eastern corner of the ground floor level, with the truck reversing off the Skyline Place cul-de-sac turning head into the loading bay. Once ready, the truck would exit the on-site loading bay in a forward direction. In addition, a loading bay was also approved within the upper basement parking level, capable of accommodating light commercial vehicles such as vans, utilities, wagons and the like.

### Proposed Modification Application DA2021/0212

The works proposed under this s4.56 modification application include the following:

- relocate the communal area from the western building at ground level to make it central to the development,
- delete commercial uses at Level 1 of the eastern building and replace with residential uses providing 8 ILUs
- revise design of pool and recreation facilities on Level 2
- revise landscape design
- minor changes to floor levels at each level to ensure floor to floor heights comply with the National Construction Code 2023 (NCC 2023) resulting in an increase in height to the western building of 0.5m
- minor changes to layout of Independent Living Units to improve amenity
- minor changes to basement levels, including minor changes to floor levels, location of mechanical plant rooms, the waste collection and storage areas and deletion of garbage lift
- relocate lift shaft in the eastern building to improve entrance and circulation.

The proposed modifications result in the nett increase of 6 additional units, as set out in the table below.

<b>Table 1 – DA2021/0212 Approved &amp; Proposed Unit Mix</b>		
<b>Land Use</b>	<b>Approved DA</b>	<b>s4.56 Application</b>
Project Independence studios	10 units	10 units
Studios	4 units	2 units
One bedroom units	4 units	2 units
Two bedroom units	16 units	10 units
Two bedroom units + study	28 units	35 units
Three bedroom units	36 units	45 units
<b>Total</b>	<b>98 units*</b>	<b>104 units*</b>

\* total includes 4 affordable housing (2 x studio & 2 x 1 bed)

Off-street car parking in the s4.56 modification application is proposed to be provided for a total of 202 spaces in accordance with Council's DCP and SEPP (Housing for Seniors or People with a Disability) 2004 numerical rates, as set out in the table below.

<b>Table 2 – DA2021/0212 Proposed s4.56 Car Parking Mix</b>	
<b>Land Use</b>	<b>Proposed Parking Provision</b>
Seniors living	146 spaces
Visitors	14 spaces
Employment generating	40 spaces
Carwash bays	2 spaces
<b>Total</b>	<b>202 spaces</b>
Basement loading bay	1 space
Ground floor loading bay	1 truck bay

The approved vehicular access remains unchanged as part of the proposed s4.56 application.

## Traffic Assessment

The traffic implications of development proposals primarily concern the *nett change* in the traffic generation potential of a site compared to its existing and/or approved uses, and its impact on the operational performance of the surrounding road network, particularly during the road network peak periods.

An indication of the traffic generation potential of the existing and proposed uses on the site is provided by reference to the following documents:

- RMS Guide to Traffic Generating Developments 2002 (RMS Guide)
- RMS Technical Direction 2013/04a (TDT)

Based on the approved trip generation rates detailed in the traffic & parking assessment report (TPAR) submitted with the DA2021/0212 scheme (prepared by Varga Traffic Planning, dated 24 February 2021), the approved development was expected to generate in the order of approximately 59 vehicle trips per hour (vph) during the weekday AM network peak period and approximately 79 vph during the weekday PM network peak period, as set out in the table below.

<b>Table 3 – Approved Development Traffic Generation Estimates – DA2021/0212 Scheme</b>					
Land Use	Quantum	Approved Trip Generation Rates		Approved Trip Generation Estimates	
		Weekday AM Peak	Weekday PM Peak	Weekday AM Peak	Weekday PM Peak
Seniors living	98 units	0.1 trips per unit	0.3 trips per unit	10 trips	30 trips
Commercial	2,458m <sup>2</sup>	2.0 trips per 100m <sup>2</sup>	2.0 trips per 100m <sup>2</sup>	49 trips	49 trips
<b>Total</b>				<b>59 trips</b>	<b>79 trips</b>

By way of comparison, the proposed s4.56 scheme is expected to generate in the order of approximately 30 vph during the weekday AM network peak period and approximately 51 vph during the weekday PM network peak period, as set out in the table below.

<b>Table 4 – Proposed Development Traffic Generation Estimates – s4.56 Scheme</b>					
Land Use	Quantum	Approved Trip Generation Rates		Approved Trip Generation Estimates	
		Weekday AM Peak	Weekday PM Peak	Weekday AM Peak	Weekday PM Peak
Seniors living	104 units	0.1 trips per unit	0.3 trips per unit	11 trips	32 trips
Commercial	948m <sup>2</sup>	2.0 trips per 100m <sup>2</sup>	2.0 trips per 100m <sup>2</sup>	19 trips	19 trips
<b>Total</b>				<b>30 trips</b>	<b>51 trips</b>

Based on the above assessment, the proposed s4.56 modification application is expected to result in a *nett reduction* of 28-29 vehicle trips during the weekday AM & PM network peak periods when compared to the approved DA2021/0212 scheme. Accordingly, the road network operation is again expected to remain at the same Levels of Service as a consequence of the proposed s4.56 application and is therefore supportable on traffic grounds.

## Parking Assessment

The off-street parking requirements applicable to the seniors components of the s4.56 development proposal are specified in the *SEPP (Housing for Seniors or People with a Disability) 2004* document, which are reproduced on the following page:

#### Division 4 Self-Contained Dwellings

##### 50 Standards that cannot be used to refuse development consent for self-contained dwellings

A consent authority must not refuse consent to a development application made pursuant to this Chapter for the carrying out of development for the purpose of a self-contained dwelling (including in-fill self-care housing and serviced self-care housing) on any of the following grounds:

(h) parking: if at least the following is provided:

- (i) 0.5 car spaces for each bedroom where the development application is made by a person other than a social housing provider, or
- (ii) 1 car space for each 5 dwellings where the development application is made by, or is made by a person jointly with, a social housing provider.

It should be noted that the SEPP does *not* nominate an off-street parking rate for visitors. For the purposes of this assessment, and to maintain consistency with the original assessment of DA2021/0212, the off-street parking rate of 1 space per 5 dwellings nominated in the RMS Guide for residential flat buildings has been adopted.

The off-street parking rates applicable to the non-residential component of the Lot 1 development proposal are specified in Council's *Warringah Development Control Plan 2011, Appendix 1 – Car Parking Requirements* document in the following terms:

#### Office Premises

1 space per 40m<sup>2</sup>

Application therefore of the above parking rates to the various components outlined in the s4.56 application, yields a minimum off-street car parking requirement of 165 spaces, as set out in the table below. In response, the proposed s4.56 scheme makes provision for 202 spaces, thereby satisfying the DCP & SEPP's minimum requirements.

Table 5 – Off-Street Car Parking Requirement & Provision – s4.56 Scheme				
Dwelling Type	Quantum	SEPP & DCP Parking Rates	SEPP & DCP Parking Requirement	Proposed Parking Provision
Seniors living	104 units 12xS, 2x1b, 45x2b & 45x3b	0.5 spaces/bedroom	120 spaces	146 spaces
Visitors	106 units	0.2 spaces/unit	21 spaces	14 spaces
Employment generating	948m <sup>2</sup>	1 space/40m <sup>2</sup>	24 spaces	40 spaces
Carwash				2 spaces
<b>Total</b>			<b>165 spaces</b>	<b>202 spaces</b>

The WDCP rate of 1 space / 40m<sup>2</sup> for office premises has been used for the purpose of calculating the car parking for the proposed non-residential floor space within the development. However, it is acknowledged that a range of non-residential uses are permitted on the site and some of those uses, such as a gymnasium or a take-away food and drink premises, have a higher car parking requirement. Spaces over the minimums required have therefore been provided within the basement to provide some flexibility for the future potential uses of the tenancies on the site.

#### Design Layout Compliance

The geometric design layout of the proposed Lot 1 car parking facilities has been designed to comply with the relevant requirements specified in the Standards Australia publication Parking Facilities Part 1 - Off-Street Car Parking AS2890.1 and Parking Facilities Part 6 - Off-Street Parking for People with Disabilities AS2890.6 in respect of parking bay dimensions, ramp gradients and aisle widths.



Furthermore, the proposed layout provides a range of oversized parking spaces, comprising a mix of 2.6m wide spaces, 3.2m wide spaces and 3.8m wide spaces.

Seniors independent living units are typically occupied by one or two people with a comparatively low car ownership rate as many residents do not have a driver's licence. Notwithstanding, each apartment will have at least one parking spaces that is a minimum 2.6m wide. Many of the larger apartments with a second parking space will be allocated a 3.2m wide space in addition to their 2.6m wide parking space.

The proposed arrangement is consistent with the DA2021/0212 scheme and considered acceptable as many residents are capable drivers who do not require a larger parking space. Furthermore, the proposed seniors living development will not be strata titled but under a *Loan Lease arrangement* such that the management will have the ability to re-allocate parking spaces, as required.

Whilst the proposed layout has been designed in accordance with the above Australian Standards, compliance will also be confirmed at the Construction Certificate stage (CC) by way of a formal design certificate by a qualified engineer. Any minor amendments required to the current s4.56 design can therefore be addressed at the CC stage.

## Conclusion

In summary, this s4.56 application involves the modification to the works approved under DA2021/0212, resulting in the reduction of employment floor area and the overall nett increase of 6 additional seniors living units, all within the approved building footprint.

Given the proposed reduction in employment floor area, the s4.56 application results in a *nett reduction* of 28-29 peak vehicle trips.

Off-street parking is proposed for 202 cars within a two-level basement parking area in accordance with the numerical requirements set out in the DCP & SEPP, whilst the parking layout complies with AS2890.1 and AS2890.6.

In the circumstances, it is concluded that the proposed s4.56 modification of DA2021/0212 will not result in any unacceptable traffic, parking, servicing or access implications.

Please do not hesitate to contact me should you have any comments or questions.

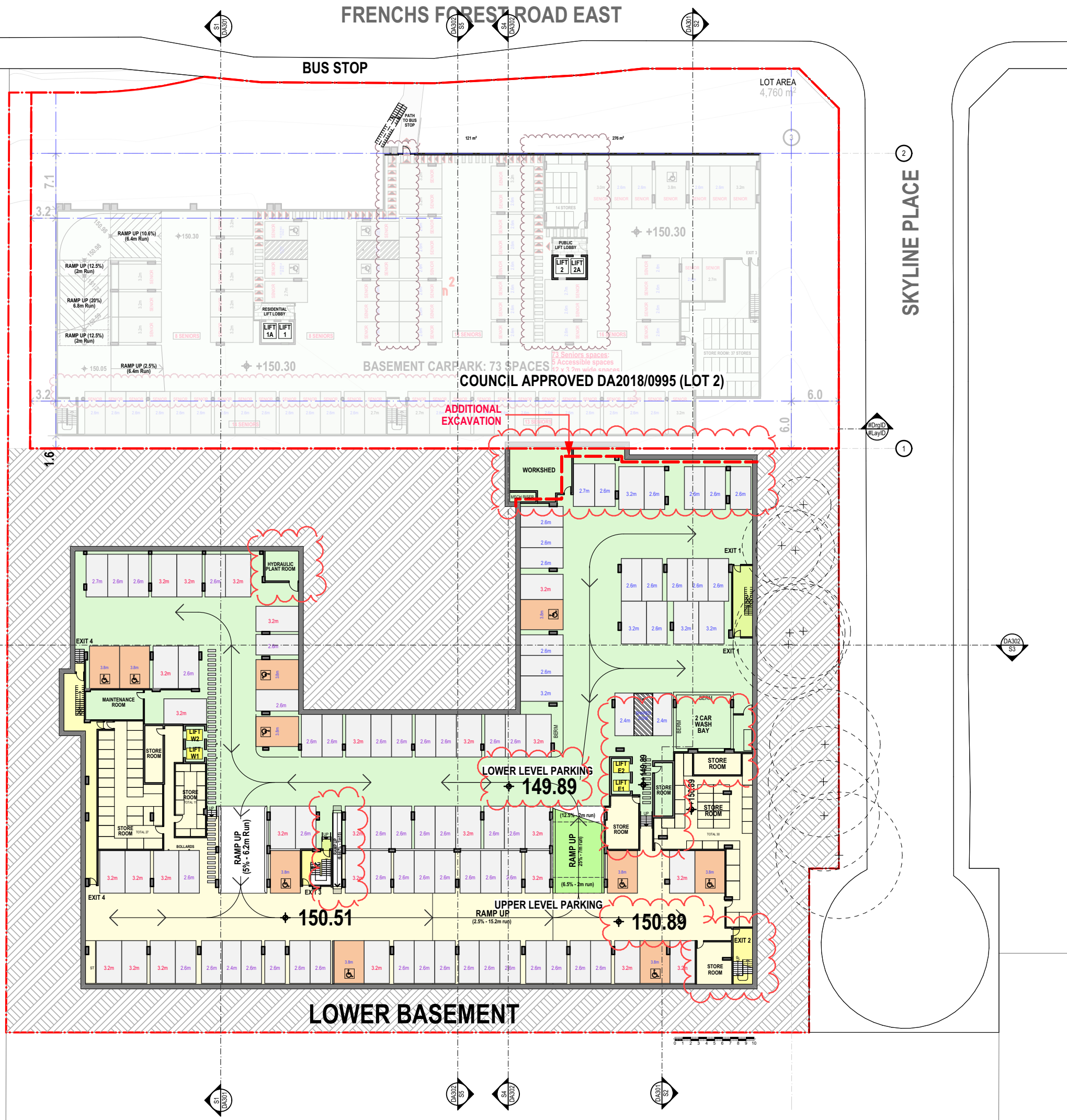
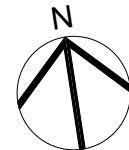
Kind regards



Chris Palmer  
Director  
B.Eng (Civil), MAITPM

## Attachments:

1. Proposed s4.56 architectural plans



G	S4.55	31.10.23
F	FOR CONCILIATION CONFERENCE	01.03.23
E	FOR CONCILIATION CONFERENCE	24.02.23
D	S82A REVIEW	01.11.21
ISSUE REVISIONS		DATE

PROJECT:

**MIXED USE AND SENIORS LIVING  
DEVELOPMENT**  
5 Skyline Place Frenchs Forest NSW 2086  
SP 49558

**LOWER BASEMENT  
CARPARK**

**P A S T U D I O**

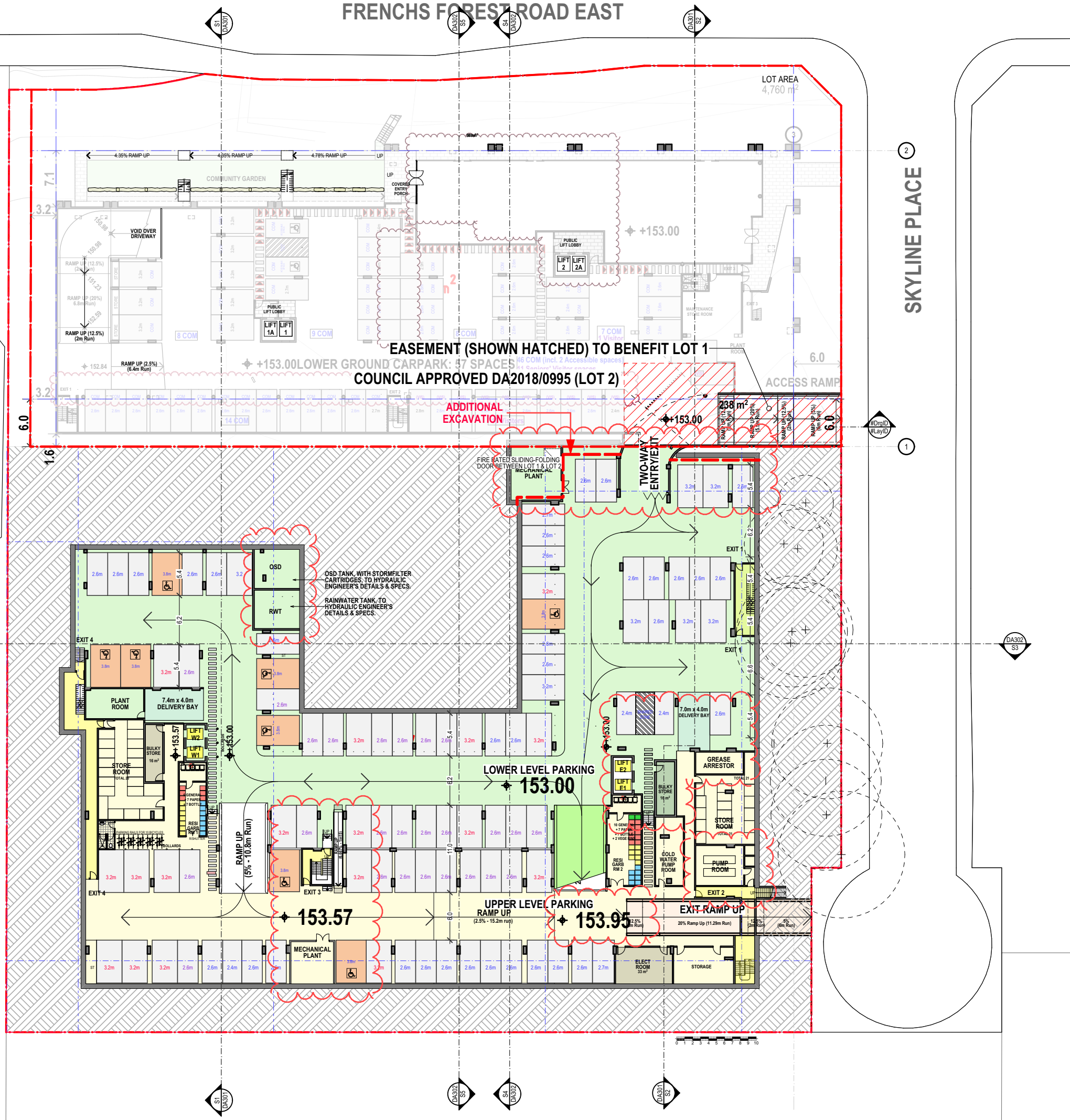
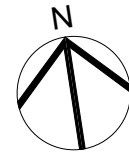
LEVEL 2, 20 YOUNG ST., NEUTRAL BAY, NSW 2089  
TEL: 8968 1900 FAX: 8968 1999 ACN: 603 389 288

NOMINATED ARCHITECT: GEORGE REVAY-REG#3954

SCALE:	AS SHOWN	DRAWING
SUBSET:	PLANS	<b>DA201</b>
DRAWN BY:	SU/WH/SP	ISSUE
		<b>G</b>

FILE: BIM Server: BIM21 - BIMcloud Basic for ARCHICAD 21/SKY5 (LOT1) 82A





G	S4.55	31.10.23
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PROJECT:

**MIXED USE AND SENIORS LIVING  
DEVELOPMENT**  
5 Skyline Place Frenchs Forest NSW 2086  
SP 49558

**BASEMENT CARPARK****P A S T U D I O**

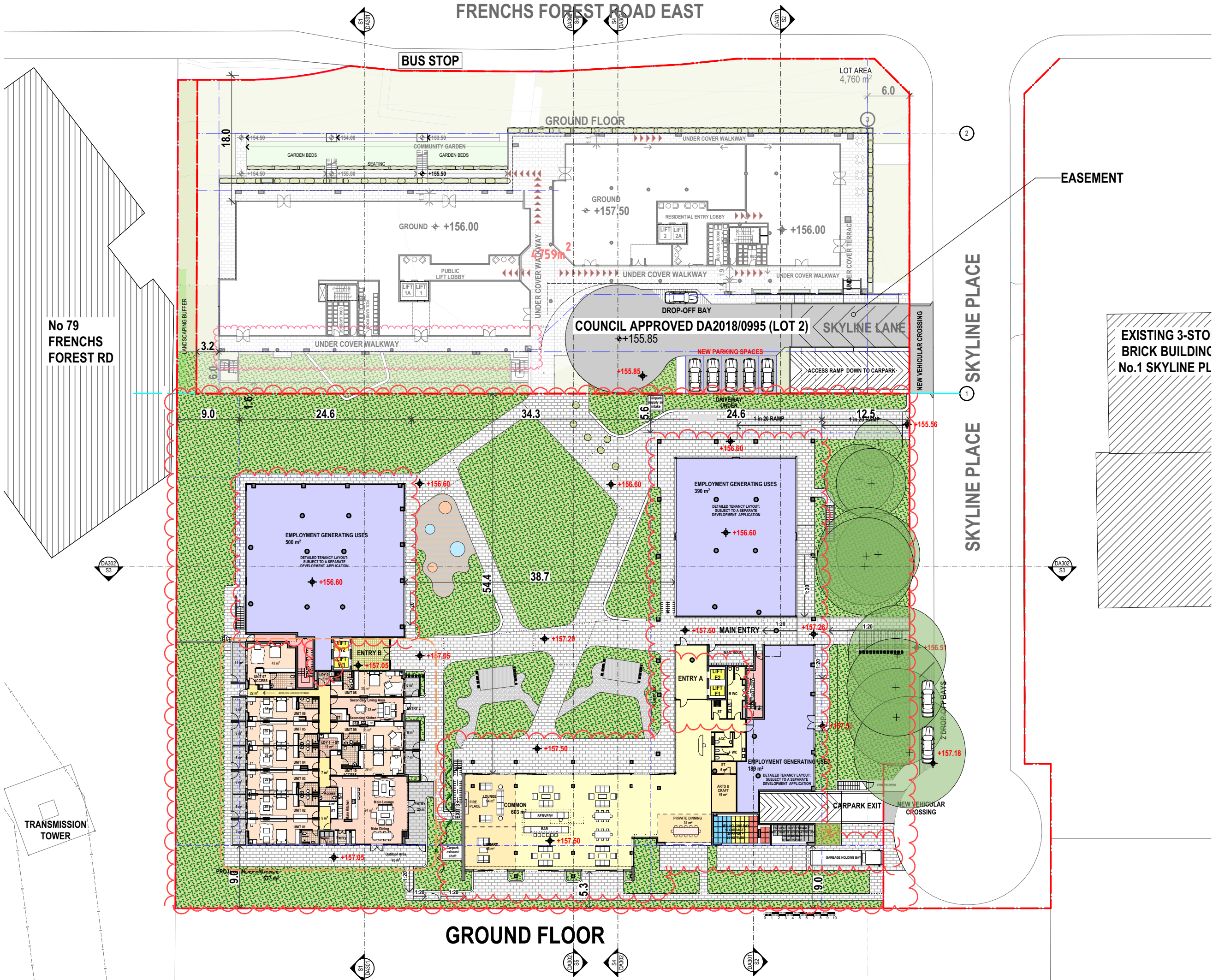
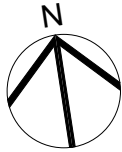
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NOMINATED ARCHITECT: GEORGE REVAY-REG#3954

SCALE:	AS SHOWN	DRAWING <b>DA202</b>
SUBSET:	PLANS	
DRAWN BY:	SU/WH/SP	ISSUE <b>G</b>

FILE: BIM Server: BIM21 - BIMcloud Basic for ARCHICAD 21/SKY5 (LOT1) 82A





G	S4.55	31.10.23
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PROJECT:  
**MIXED USE AND SENIORS LIVING DEVELOPMENT**  
5 Skyline Place Frenchs Forest NSW 2086  
SP 49558

GROUND FLOOR PLAN

**PA STUDIO**

LEVEL 2, 20 YOUNG ST., NEUTRAL BAY, NSW 2089  
TEL: 8968 1900 FAX: 8968 1999 ACN: 603 389 288

NOMINATED ARCHITECT: GEORGE REVAY-REG#3954

SCALE:	AS SHOWN	DRAWING
SUBSET:	PLANS	<b>DA203</b>
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		<b>G</b>



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